



Assemblymember Rudy Salas, 32nd District
ASSEMBLY BILL 2953 – STREETS & HIGHWAYS: RECYCLED MATERIALS
FACT SHEET

BACKGROUND

AB 2953 attempts to address the Governor's veto concerns with additional changes to last year's AB 1035. Construction materials of aggregates, asphalt, and concrete are required to build and maintain roads. In turn, road repair and maintenance generate large quantities of aggregate, concrete, and asphalt rubble that can be recycled and reused in road construction.

While much progress has been made in recycling these materials, the Department of Resources Recycling and Recovery (CalRecycle) estimates construction and demolition materials are 21 to 25 percent of the disposed waste stream. This includes about 1.6 million tons of concrete, asphalt, rock, and soil debris sent to California landfills each year, according to CalRecycle's 2018 Facility-Based Characterization of Solid Waste in California. The use of recycled construction materials helps conserve natural sources of aggregates, oil, and other materials, while reducing greenhouse gases from less transport and production of new materials.

ISSUE

Caltrans has standards that allow for the use of recycled construction materials in road base, pavement, and concrete applications. Caltrans specifications are well researched, established, accessible, and commonly used by local government.

Although there are cities and counties that match or exceed Caltrans standards, many either do not allow the use of recycled construction materials or do not allow them to the extent allowed by Caltrans' standards.

SB 1, The Road Repair and Accountability Act of 2017, encourages recycling where feasible. The benefits of utilizing recycled construction materials include reducing greenhouse gas emissions, conserving natural resources of aggregates and oil, and reducing materials sent to landfills. The use of recycled construction materials will help build our state's infrastructure while providing a multitude of benefits.

EXISTING LAW

The Road Maintenance and Rehabilitation Program addresses deferred maintenance on the state highway system and the local street and road system. Existing law requires the Department of Transportation and cities and counties receiving funds under the program, "to the

extent possible and cost effective, and where feasible....shall use advanced technologies and material recycling techniques that reduce the cost of maintaining and rehabilitating the streets and highways, and that exhibit reduced levels of greenhouse gas emissions through material choice and construction method."

THIS BILL

AB 2953 requires cities and counties, to the extent feasible and cost effective; to apply standard specifications for the use of recycled materials including recycled aggregate for base and subbase materials, reclaimed asphalt pavement and recycled materials in concrete.

The bill requires the standards applied by cities and counties to adhere to Caltrans' most recently published specifications. This bill would require that cities and counties allow at least the same percentage of recycled materials for aggregate base, hot mix asphalt, minor concrete, reclaimed fly ash, and other materials.

The bill would not apply to the smallest cities and counties. Specifically, the bill would not apply to the cities with the lowest 2 percent and counties with the lowest 10 percent of revenues in the state, according to the State Controllers' Local Government Annual Financial Data website. If information regarding a city or county's revenue is not available for the most recent fiscal year, the city, or county's revenues from the most recent fiscal year for which revenue information is available shall be used.

SUPPORT

California Construction & Industrial Materials Association (CALCIMA) (sponsor)

FOR MORE INFORMATION

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